

Roadway Preservation Tops Four-Year Spending Plan

The California Transportation Commission (CTC) in March formally adopted Caltrans' program to invest \$10 billion of federal and state gas tax revenue in highway upkeep over the next four years. Roadway preservation, the largest single category, received more than \$3.1 billion.

Known as the "SHOPP," the State Highway Operation and Protection Program identifies specific rehabilitation and reconstruction projects, and includes reserves for emergency repairs. It is formally updated every two years, though adjustments occur more frequently. Highlights of the 2016 SHOPP include:

- \$2.8 billion to improve 4,876 lane miles of pavement.
- \$2.4 billion for 299 collision-prevention projects.
- \$1.9 billion for major damage repairs and emergency needs.
- \$1.4 billion to improve 178 distressed bridges.
- \$260 million to add or repair more than 2,700 Intelligent Transportation Systems (ITS) components.
- \$150 million to fix or replace 723 culverts.

2016 SHOPP, by Program Category

Program Categories	2016 SHOPP Total (in millions)
Major Damage Restoration	\$1,000
Collision Reduction	\$2,422
Mandates	\$635
Bridge Preservation	\$1,439
Roadway Preservation	\$3,124
Mobility	\$652
Roadside Preservation	\$97
Facilities	\$80
Minor Program	\$610
Total	\$10,060

Source: 2016 SHOPP

NOTE: Figures are in unescalated dollars and exclude Proposition 1B bond funds.

The 2016 SHOPP moves toward performance-based asset management methods (see story, page 4) required by state and federal statutes. Under state law, Caltrans has until 2020 to adopt a robust system of measuring and managing asset classes.

2016 SHOPP Asset Improvements

Asset	Performance
Pavement	4,875 lane miles
Bridge	163 bridges rehabilitated
Culverts	723 culverts rehabilitated
Intelligent Transportation Systems	1,600 replaced 1,100 installed (new)

For the 2016 SHOPP, the CTC approved the first phase of the transition to the Asset Management Plan: pavement, bridges, culverts and ITS components.

The 2016 SHOPP, as in previous years, is divided by eight major program categories (major damage restoration; collision reduction; mandates; bridge preservation; roadway preservation; mobility; roadside preservation and facilities) and lists the total dollars directed to each category.

But, as part of the transition to asset management, it also identifies specific outcomes anticipated in four primary CTC-approved asset categories (pavement, bridge, culvert, ITS). Together, those asset classes account for 69 percent of the SHOPP.

Of the proposed SHOPP document's 392 pages, 336 are devoted to a project-by-project list, divided by county and sorted into eight categories. It reflects an increased commitment to seek input from local partners. It includes letters and comments from counties as well as regional transportation partners, and notes that the CTC urges Caltrans to expand and institutionalize outreach to metropolitan planning organizations, regional transportation planning agencies and self-help county coalitions several months before submitting the next four-year SHOPP.

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